

THOUSANDS DEAD

The Most Destructive Hurricane in Modern Times Visits the Coast of Texas.

CITY OF GALVESTON PARTLY WRECKED

There Was Great Destruction of Property Along the Line for a Hundred Miles Inland.

Several Towns and Villages Were Wiped From the Face of the Earth by the Terrible Gale.

It Is Reported That the Town of Sabine Pass, Tex., Has Been Completely Destroyed By the Hurricane.

Houston, Tex., Sept. 10.—The storm that raged along the coast of Texas Saturday night was the most disastrous that has ever visited this section. The wires are down, and there is no way of finding out just what has happened, but enough is known to make it certain that there has been great loss of life and destruction of property all along the coast and for 100 miles inland. Every town that is reached reports one or more dead, and the property damage is so great that there is no way of computing it accurately. Galveston remains isolated. The Houston Post and a press correspondent made efforts to get special trains and tugs Sunday with which to reach the island city. The railroad companies declined to risk their locomotives. All sorts of rumors prevail, but with no substantial basis.

Bridges Wrecked.

It is known that the railroad bridges across the bay at Galveston are either wrecked or likely to be destroyed with the weight of a train on them; the approaches to the wagon bridge are gone and it is rendered useless. The bridge of the Galveston, Houston & Northern railroad is standing but the drawbridge over Clear creek and at Edgewater are gone and the road can not get trains through to utilize the bridge across the bay.

A train went down the Columbia tap road Sunday morning as far as Chenango Junction. The town was greatly damaged and the bodies of nine Negroes were taken from the ruins of one house. The train could proceed no further and came back to Houston, leaving the fate of the people at Angleton, Columbia, Brazoria, Velasco and Quintana uncertain. The small town of Brookshire, on the Missouri, Kansas & Texas, was almost wiped out by the storm. The crew of the work train brought this information. When the train left there the bodies of four persons had been recovered and the search for others was proceeding. Hempstead, across the country from Brookshire, was also greatly damaged, but so far as known no lives were lost.

Sabine Pass Completely Destroyed.

Sabine Pass had not been heard from Sunday. Saturday morning the last news was received from there, and at that time the water was surrounding the old town at the Pass, and the wind was rising and the waves coming high. From the new town, which is some distance back, the water had reached the depot and was running through the streets. The people were leaving for the high country known as the back ridge, and it is believed that all escaped.

Atlanta, Ga., Sept. 10.—A special to the Constitution from Beaumont, Tex., says it is reported there that the city of Sabine Pass was completely destroyed by the storm. The hurricane was the worst ever known.

Dead Bodies Brought In.

Houston, Tex., Sept. 10.—Two bodies have been brought in from Seabrook, on Galveston bay, and 17 persons are missing there.

Three persons were drowned at Morgan's Point, and others are missing. With the exception of those of Mrs. Nicholson and Mrs. James Woodlock, the bodies of the dead have not yet been identified.

In Houston one person was killed—Henry Black, a hack driver. The property damage is great, a conservative estimate placing it at \$250,000. The Merchants' and Planters' oil mill was wrecked, entailing a loss of \$40,000. The Dickson car wheel works suffered to the extent of \$16,000. The big Masonic temple, which is the property of the grand lodge of the state, was partly wrecked.

Churches Damaged.

Nearly every church in the city was damaged. The First Baptist, Southern Methodist and Trinity Methodist, the latter a Negro church, will have to be rebuilt before they can be used again. Many business houses were unroofed. The residence portion of the town presents a dilapidated appearance but the damage in this part of the city has not been so great as in some others. The streets are littered with shade trees, fences, telephone wires and poles. Much damage was done to window glass and furniture. Many narrow escapes are recorded.

Another train has left here for Galveston, making the third Sunday. The two preceding ones have not been heard from, as all wires are down.

Train Lifted From the Track.

The Santa Fe train which left here at 7:05 Saturday night was wrecked

at a point about two miles north of Alvin. Mrs. Prather, of Rosenberg, Tex., was killed, and several were injured. The train was running slowly when it encountered the heavy storm. It is reported that the train was literally lifted from the track. Mrs. Prather was thrown across the car and half way through a window. When the car was removed it was found that her head had been under water and she was drowned.

GALVESTON STRICKEN.

Thousands of Houses, Mostly Residences, Were Destroyed By the West India Storm.

Houston, Tex., Sept. 10.—The first news to reach this city from the stricken city of Galveston was received Sunday night. James C. Timmins, who resides in Houston, and who is the general superintendent of the National Compress Co., arrived in the city at 8 o'clock Sunday night from Galveston. He was one of the first to reach here with tidings of the great disaster which has befallen that city and the magnitude of that disaster remains to be told because of his endeavors to reach home. After remaining through the hurricane on Saturday he departed from Galveston on a schooner and came across the bay to Morgan's Point, where he caught a train for Houston. The hurricane, Mr. Timmins said, was the worst ever known.

The estimates made by citizens of Galveston was that 4,000 houses, most of them residences, have been destroyed, and that at least 1,000 people have been drowned, killed or are missing. Some business houses were also destroyed, but most of them stood, though badly damaged.

The City a Complete Wreck.

The city, Mr. Timmins avers, is a complete wreck so far as he could see from the water front. Water was blown over the island by the hurricane, the wind blowing at the rate of 80 miles an hour straight from the gulf and forcing the sea water before it in big waves. The gale was a steady one, the heart of it striking the city about 5 o'clock Saturday evening and continuing without intermission until midnight Saturday night, when it abated somewhat, although it continued to blow all night.

Galveston Submerged.

The city of Galveston, he says, is now entirely submerged and cut off from communication. The boats are gone, so the railroads can not be operated, and the water is so high people can not walk out by way of the bridge across the bay, even should that bridge be standing. Provisions will be badly needed, and a great many of the people lost all they had. The water works power house was wrecked, and a water famine is threatened, as the cisterns were all ruined by the overflow of salt water. This Mr. Timmins regards as the most serious problem to be faced now. The city is in darkness, the electric plant having been ruined.

There is no way of estimating the property damage at present. So far as he could see or hear, Mr. Timmins says, the east end portion of the city, which is the residence district, has been practically wiped out of existence. On the west end, which faces the gulf on another portion of the island, much havoc was done. The beach has been swept clean, the bath-houses are destroyed and many of the residences are total wrecks.

Nearly 3,000 Lives Lost.

Memphis, Tenn., Sept. 10.—A special to the Commercial Appeal from New Orleans says: "Advices regarding the awful effects of the storm which has been raging along the gulf coast of Texas are just beginning to arrive, and the story they tell is fraught with horror. First in importance is the news that Galveston was struck by a tidal wave and that the loss of life there was between 2,500 and 3,000. The water is 15 feet deep over Virginia Point. Telegraph wires are down to Port Lavaca, Rockport, Aransas Pass, Corpus Christi and Brownsville, on the lower coast, and grave fears are entertained regarding the safety of the inhabitants of those towns."

COMMUNICATION CUT OFF.

Rumors of Dire Disaster Are Flying Thick and Fast, Without Being Authenticated—Wires Down.

Dallas, Tex., Sept. 10.—Telegraphic communication with South Texas is cut off about 100 miles north of Houston. Up to 3 p. m. Sunday it had been impossible to obtain reliable news from Galveston as to the extent of the hurricane at that section.

Rumors of dire disaster are flying thick and fast without being in any way authenticated. All that is known is that the disaster has occurred, but its extent is not known. The last wire the Western Union had to Houston went down at 1:30 Sunday morning. This wire was working so badly at that hour that whatever information Houston had to impart could not be made out. The storm center is rapidly approaching Northern Texas, and its fury wrecks all telegraph lines in its path, doing vast damage and killing people in scattered localities.

Smithville Partially Destroyed.

A cyclone has demolished a part of the town of Smithville, on the Missouri, Kansas & Texas railroad. A number of persons are reported killed. The railroad and telegraph companies have gangs and wrecking trains out attempting to work their way south, but the fierceness of the storm makes it impossible for them to gain any headway, having to seek shelter in order to save their lives. The conditions at Galveston and Houston are undoubtedly grave.

The four immense bridges, from four to six miles each in length, connecting Galveston with the main land, are either wholly or partially wrecked.

The storm at Temple was severe, and fears are entertained that the city is badly wrecked.

The railroad officials say it is impossible to move trains south of

Without attempting to recite any of the various disastrous rumors, the conservative opinion is that the situation at Galveston is extremely grave, with no possible hope of news from that section for many hours to come. Courtney, North-bound trains from Houston Saturday night were from 15 to 18 hours late.

Serious Disasters.

A private message from San Antonio states that a serious disaster occurred at Corpus Christi, Rockport and other coast towns, the nature of which can not be determined.

A bulletin from Smithville at noon stated that the grain elevators and other large buildings in Galveston had been washed into the bay.

All the railroads southward from Dallas at noon issued a bulletin instructing their agents to discontinue the sale of tickets or accepting freight for the south until further orders. All efforts to reach Sabine Pass and Port Arthur have failed.

DEATH AND DESOLATION.

Houses, Barns, Crops and Orchards Destroyed Along the Columbia Tap Railroad.

Houston, Tex., Sept. 10.—A train came in on the Columbia Tap railroad Sunday afternoon and its crew tell a story of death and desolation in the country through which they passed. Conductor Ferguson states that houses, barns, crops and orchards have been destroyed and great damage has been done. A. L. Forbes, postal clerk, reported that at Oyster creek the train crew and passengers heard cries coming out of a mass of debris. Several persons answered the cries and found a Negro woman fastened under a roof. They pulled her out and she informed her rescuers that there were others under the roof. A further search resulted in the finding of nine dead bodies, all colored persons. When the train arrived at Angleton, the jail, all the churches and a number of houses had been blown down. Three fatalities are known to have occurred at Angleton but the train stopped there only a few minutes and the number of killed or their names could not be learned. Many persons killed.

At Arcola a family named Wofford had gathered in the second story of their house. The upper portion of the house was blown away, and Mr. Wofford's mother was instantly killed. The hurricane was particularly severe at Brookshire, 27 miles west of Houston, on the Missouri, Kansas & Texas railroad. Four dead bodies have been taken from the debris of wrecked houses, and it is believed that others have been killed. It is reported that only four houses are left standing in Brookshire, which had a population of 600 people.

Later reports received from Alvin state that many persons were killed there. Eleven bodies have been recovered.

AT VIRGINIA POINT.

Two Hundred Corpses Were Counted From a Relief Train—The Prairie Strewn With Debris.

Dallas, Tex., Sept. 10.—The following telegram was just received from Houston by the News:

"Relief train just returned. They could not get closer than six miles of Virginia Point where the prairie was covered with lumber, debris, pianos, trunks and dead bodies. Two hundred corpses were counted from the train. A large steamer is stranded two miles this side of Virginia Point as though thrown up by a tidal wave. Nothing can be seen of Galveston. Two men were picked up who floated across the main land who say they estimate the loss of life up to the time they left at 2,000."

The above message is addressed to Superintendent Felton, Dallas, and comes from Mr. Vaughan, manager of the Western Union of Houston.

A Battle With Wind and Wave.

New Orleans, Sept. 10.—The Norwegian steamer Utstein, Capt. Aarsvold, arrived from Porto Cortez Sunday after a terrific battle with wind and waves. The Utstein reports that the steamer Jos. Oteri, Jr., with her rudder post gone, is anchored about 40 miles south of Southwest Pass. A towboat has been sent to the relief of the disabled steamer.

BULLER ADVANCES.

He Came Into Action With the Boers East of Lydenburg—Movements of Lord Methuen.

Capetown, Sept. 10.—Sir Redvers Buller continues his advance. He crossed the Mauch Berg, ten miles east of Lydenburg, and came into action with the Boers.

The occupation of Lydenburg, which took place last Thursday, is regarded as making one of the last stages of the war. The Boers now talk of trekking into German territory.

Lord Methuen is marching on Lichtenburg from Mafeking.

It is said that papers seized at Pretoria show that the Netherlands Railway Co. in many ways actively assisted the Boers. It converted its workshops into arsenals and provided the Transvaal forces with horse-shoes.

The new Municipal Gas Co., of Chicago, will cut the price of gas to 50 cents a thousand feet.

RETURNED TO PEKING.

Japanese Cavalry Escort Prince Ching to the Chinese Capital.

No New Developments in the Chinese Situation at Washington—No News Received From Gen. Chaffee at War Department.

Washington, Sept. 10.—Acting Secretary Hill, of the state department, said Sunday night that there were no new developments in the Chinese situation Sunday night. Dr. Hill was at the state department for a time during the morning, but no telegrams of importance had come during the night and there was nothing to make public. The naval officials were also without any information from the east during the day, nor were any dispatches from Gen. Chaffee posted at the war department. The Japanese legation furnished a news paragraph of considerable interest and importance, indicating that the Chinese imperial family are alive to the necessity of having a duly authenticated representative at Peking to meet the foreigners with a view to the arrangement of affairs there. This news is the return of Prince Ching to Peking to which place he was escorted by a company of Japanese several days ago. Prince Ching is one of the best known pro-foreigners in China, has occupied important positions in the government of that country and his return by the direction of the emperor is to the officials here a good augury for the opening of negotiations for peace.

Washington, Sept. 10.—The Japanese legation has received the following telegram from the foreign office at Tokio:

Gen. Yamaguchi wired to the following effect:

"Col. Shiba, who was sent with a company of cavalry to Ting-Ho, September 3, escorted Prince Ching back to Peking. The prince's residence, being in the district occupied by Japanese is guarded by them. Previous to his arrival the prince communicated to Maj. Gen. Fukushima saying that on account of the present grave situation he had been ordered by the emperor to return to Peking and to arrange affairs immediately."

"The district in possession of Japanese is now quiet and in order, and the Chinese, entertaining no fear, have resumed their business."

"The railway south of Tang-Sung is working, but it is unable to say when communication beyond that place will be reopened."

Tokio, Sept. 7.—Advices from Peking, dated September 1, say that Emperor Kwang Su was then at Hsueh Hwa Fu, in the province of Chi Li, 130 miles north of Peking. It is also reported that Gen. Yung Li and his entire family committed suicide. A similar report has been received regarding Hsu Fu (possibly Emperor Kwang Su's tutor).

Li Ping Heng, at one time governor of Shantung, who was reported fatally wounded on August 10, is said to have been killed in the engagement at Yung Chau.

THE STRIKE POSTPONED.

It Is Believed That the Operators Are About to Make Concessions of Some Kind to the Miners.

Shamokin, Pa., Sept. 10.—Fourteen thousand miners between here and Mt. Carmel Sunday morning received from George Hartlein, secretary of district No. 9, United Mine Workers of America, the news from President Mitchell that a postponement of the strike had been ordered. Most of the men feel that the operators are about to make a concession of some kind, and they are eagerly awaiting further news from Indianapolis. In case no concessions are granted within two or three days, the men as a whole expect President Mitchell to order the strike.

Secretary Hartlein gave out the following statement Sunday night relative to the miners observing President Mitchell's orders for a postponement of the strike:

"Although the miners in a great sense were disappointed, they feel that their cause is being honestly handled by the executive board and that arrangements are being made between the board and the operators whereby the strike will be averted. Otherwise, if the operators make no concessions, there is no alternative but to strike."

Gen. McClelland's Condition Better.

Springfield, Ill., Sept. 10.—The condition of Gen. John A. McClelland was slightly improved Sunday. He takes some nourishment, and there is now a shadow of hope for his recovery.

Probably a Suicide.

Clarksville, Tenn., Sept. 10.—J. L. Grant, a well-known newspaper man here, died of an overdose of morphine, which was probably taken with suicidal intent during a spell of mental depression. He was 36 years old.

Roberts to Return.

New York, Sept. 10.—A cable special says: "Rumors are current in the political clubs that Lord Roberts will leave Pretoria at the end of this month and sail for England, after making short halts at Bloemfontein and Cape Town."

The Tour Postponed.

Belgrade, Sept. 10.—The Official Journal announces that the tour of King Alexander and Queen Dragana, who were married August 5, has been postponed owing to the delicate condition of her majesty.

THE POLAR EXPEDITION.

The Stella Polare Reached as Far North as 82.4, But Found No Wintering Harbor.

Christiania, Sept. 8.—Further details regarding the Arctic expedition of the duke of Abruzzi, on board the Stella Polare, whose return was reported Thursday from Tromsø, Norway, show that the expedition last year through Nightengale sound and the British canal reached as far north as 82.4, but, finding no wintering harbor, it returned to Teplitz bay. Crown Prince Rudolph and his wife, the Stella Polare was frozen in about September 1.

The duke of Abruzzi's fingers were frostbitten on a trial sledge trip at Christmas, and two joints were amputated, obliging him to remain for several months in his tent. The cold increased to 52 degrees Celsius. On March 11 the advance was renewed, and ten men started north. After ten days' marching three started to return to the ship, which, however, they never reached. Their fate is unknown. A second party of three men passed the 83d parallel after a march of 20 days, and then returned to the ship. A third party, led by Capt. Cagni, with two Alpine guides and an Italian sailor, reached latitude 86.33, and was then obliged to return through lack of food. It started with six sledges and 45 dogs, and returned with two sledges and seven dogs, having subsisted for 17 days exclusively on dogflesh.

On August 8 the Stella Polare started homeward. She traversed the British canal in a single day, and then drifted about for a fortnight in a severe struggle with drift ice before reaching the open sea.

INCREASED POPULATION.

Census Returns Tabulated in 54 Cities Show Gains of 3,494,666 People.

Washington, Sept. 8.—The census bureau up to Friday night had tabulated the returns from 54 cities. These show a population of 14,644,711. This is an average increase in population per city of 27.90 percent. The same cities in 1890 had a population of 11,150,045, making a total gain of 3,494,666. The percentage of increase in 1890 was calculated on the aggregate gain and not on the average increase per city as is the case this year. The result was that the percentage of gain, according to the census bureau of this, while appearing to be larger, namely 31.33, was not so in fact, owing to the different method offered for making calculation.

EXPORT DUTY ON TOBACCO.

The Growers of Cuba Submit a Petition to Gov. Gen. Wood Asking for Its Removal.

Havana, Sept. 8.—The tobacco growers have submitted a petition to Gov. Gen. Wood asking the removal of the export duty on tobacco. The petition is being favorably considered, as it affects only the low-grade product, which is not used in the United States, but goes chiefly to Spain.

Gen. Rodriguez, the mayor, will receive official notification Saturday that municipal bonds may be issued for the purpose of sewerage Havana. In view of the fact that the mayor has refused to dismiss the present staff of employees, a majority of the members of the council have passed a vote of want of confidence in him.

Put Torch to Powder Mill.

Fresno, Cal., Sept. 8.—Frank W. Browning suddenly became insane on a ranch near here and emptied two loads from a shotgun into a Japanese who, he imagined, had conspired against him. The Jap died. The insane man next walked to a powder house, half a mile away, applied a torch to it, and was blown, with it, to pieces.

Lumber for the Orient.

Seattle, Wash., Sept. 8.—The government transport Goodwin, now at Tacoma, is loading building lumber for the troops in the Orient. She will come to Seattle to complete her cargo of 2,500,000 feet, taking also 600 doors and 800 windows, and then will sail for Taku, China. The war department is to establish a temporary post at Taku.

Jockey Severely Injured.

Chicago, Sept. 8.—An accident of a serious nature occurred in the steeplechase at Harlem. Leandro fell at the first jump and rolled over Jockey C. Johnson, who was carried off the field on a stretcher. He was unconscious for nearly an hour. Physicians who attended him said there might be internal injuries but did not anticipate any serious results.

Nashville's Census.

Washington, Sept. 7.—The population of the city of Nashville, Tenn., as officially announced Thursday, is: 1900, 80,865; 1890, 76,168. These figures show for the city as a whole an increase in population of 4,697, or 6.17 per cent., from 1890 to 1900.

Will Attend the Maneuvers.

Berlin, Sept. 8.—Lieut. Col. Livermore, military attaché of the United States legation at Stockholm, who has been spending several days in Berlin, left for Stettin Friday in Emperor William's suite to attend the maneuvers.

Population of Racine, Wis.

Washington, Sept. 8.—The population of Racine, Wis., as officially announced Friday, is: 1900, 29,102; 1890, 21,014. These figures show for the city as a whole an increase in population of 8,088, or 38.49 per cent.

PROFESSIONAL CARDS.

CHARLES D. WEBB,
ATTORNEY-AT-LAW,
Special attention given to Collections,
Office on Broadway.
PARIS, KENTUCKY.

CHARLES B. DICKSON,
DENTIST,
Office over the Bourbon Bank.
PARIS, KENTUCKY.

PHILIP N. FOLEY,
DENTIST,
Office in Agricultural Bank building.
Can be found at office at night.

J. T. M'ILLAN,
DENTIST,
Office, No. 3, Broadway.
PARIS, KENTUCKY.

JOHN J. WILLIAMS,
ATTORNEY-AT-LAW,
Office in Simms' Building,
PARIS, KENTUCKY.

W. M. KENNEY, M. D.,
PHYSICIAN & SURGEON,
Office, in Agricultural Bank Building.
(7 to 10 a. m.)
OFFICE HOURS: 2 to 4 p. m.
(7 to 8 p. m.)

RAILROAD TIME CARD.

L. & N. R. R.

ARRIVAL OF TRAINS:

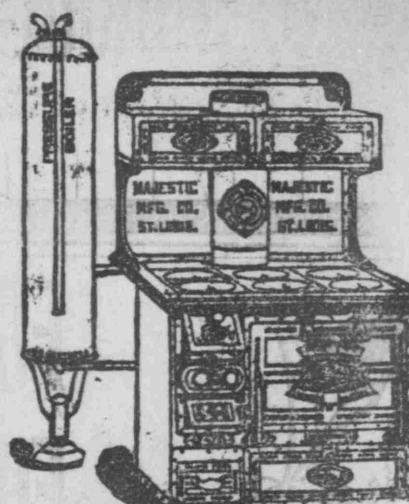
From Cincinnati—10:58 a. m.; 6:38 p. m.; 10:10 p. m.
From Lexington—5:11 a. m.; 7:45 a. m.; 8:38 p. m.; 6:37 p. m.
From Richmond—5:05 a. m.; 7:40 a. m.; 8:38 p. m.
From Maysville—7:43 a. m.; 8:25 p. m.

DEPARTURE OF TRAINS:

To Cincinnati—5:15 a. m.; 7:51 a. m.; 3:40 p. m.
To Lexington—7:47 a. m.; 11:05 a. m.; 5:45 p. m.; 10:14 p. m.
To Richmond—11:08 a. m.; 5:43 p. m.; 10:10 p. m.
To Maysville—7:50 a. m.; 6:35 p. m.
F. B. CARR, Agent.

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Frankfort & Cincinnati Ry.

ELKHORN ROUTE.

LOCAL TIME CARD IN EFFECT
DECEMBER 1st, 1899.

EAST BOUND.

No. 1.	No. 2.	No. 3.	No. 4.
Pass.	Pass.	Pass.	Mixed.
Lve Frankfort a . . . 7:00am	8:40am	10:00am	11:00am
Lve Elkhorn 7:15am	8:55am	10:15am	11:15am
Lve Louisville 7:30am	9:10am	10:30am	11:30am
Lve Lexington Grd . . 7:45am	9:25am	10:45am	11:45am
Lve Duval 7:55am	9:35am	10:55am	11:55am
Lve Louisville 8:10am	9:50am	11:10am	12:10pm
Lve Georgetown . . . 8:25am	10:05am	11:25am	12:25pm
Lve C & E Depot b . . 8:40am	10:20am	11:40am	12:40pm
Lve Newt 8:55am	10:35am	11:55am	12:55pm
Lve Louisville 9:10am	10:50am	12:10pm	1:10pm
Lve Elizabet 9:25am	11:05am	12:25pm	1:25pm
Arr Paris c 9:40am	11:20am	12:40pm	1:40pm

WEST BOUND.

	No. 2 Pass.	No. 4. Pass.	No. 6. Mixed
Live Paris c	9 30am	5 45pm	
Live Elizabeth	9 40am	5 50pm	
Live Centerville	9 45am	5 55pm	
Live Newtown	9 45am	6 00pm	
Live C S R 's' Dapob	10 25am	6 37pm	7 50am
Live Georgetown	10 32am	6 40pm	7 51am
Live Johnson	10 37am	6 52pm	
Live Duvals	10 43am	6 52pm	
Live Stamping Grnd	10 50am	6 52pm	8 22am
Live Switzer	11 00am	6 49pm	8 40am
Live Elkhorn	11 07am	6 56pm	8 55am
Arr Frankfort a	11 20am	7 10pm	9 15am